2 B 9

1871.

Chesapeake and Delaware Canal.

TOLLS

TO CONTINUE UNTIL OTHERWISE ORDERED.

OFFICE OF THE COMPANY,

No. 417 Walnut Street, Philadelphia.

1871.

TOLLS

TO BE

PAID BY VESSELS NAVIGATING

THE

Chesapeake and Delaware Canal.

These Rates
To Continue until Otherwise Ordered.

Shippers of Goods or Consignees must furnish the Captains of Vessels with correct Lists of Freight in Weight upon such Articles as are so charged on Toll Sheet.

PHILADELPHIA:
A. G. DEARMOND, PRINTER, 104 HUDSON STREET.
1871.

OFFICERS

OF THE

Chesapeake and Delaware Canal Company.

ANDREW C. GRAY, PRESIDENT,

NEW CASTLE, DELAWARE.

HENRY V. LESLEY, SEC'Y AND TREAS'R,

417 WALNUT STREET, PHILAD'A.

JOHN R. PRICE, SUPERINTENDENT,

CHESAPEAKE CITY, MARYLAND.

Tolls and Towage on Boats coming North and East, pay to

JOS. T. HEDRICK, COLLECTOR,

CHESAPEAKE CITY, MARYLAND.

Tolls and Towage on Boats going South and West, pay to

CHARLES G. ASH, COLLECTOR,

DELAWARE CITY, DELAWARE.

SAIL VESSEL

RATES OF TOLL

EITHER WAY THROUGH THE CANAL.

Articles NOT ENUMERATED OR UNKNOWN, in boxes, bales or bundles, per cubic foot, 2 cents; per keg, 4 cents; per half bbl., 6 cents; per bbl., 10 cents; per tierce, 30 cents; per hhd. or crate, 50 cents, or per 112 lbs., 10 cents.

		CENTS.
AGRICULTURAL PRODUCTIONS—Not enumerated—per bushel, 1 cent	per 1000 lbs	30
Peaches (green) per basket 2 cents and Apples	per barrel	5
Potatoes and turnips, onions, peas, apples and beans (dry) per bushel, 2 cents	per 1000 lbs	40
Water melons (all other kinds 12½ cts.)	per 100	25
AGRICULTURAL IMPLEMENTS	per 1000 lbs	30
BARK—ground	do.	30
Rough or common	per cord	50
BASKETS—(large) per doz., 12 cts. (peach baskets) per doz., 6 cents	small, per doz	3
BOATS—Steamers, Vessels and Barges, empty, under 40 tons, register tonnage		400
Over 40 tons and under 80 tons		600
Over 80 tons and under 120 tons		800
All over 120 tons		1000
BRICKS—Common	per 1000	30
Fire	do.	50
BURR BLOCKS—Each 1 cent	per 1000 lbs	30
CARRIAGES—4 horse coaches and wagons each		150
Two horse carriages and wagons	do.	100
One horse carriages and carts	do.	75
CARS—8 wheel freight cars	do.	500
4 wheel freight cars	do.	250
CEMENT and plaster of Paris per bbl. 5	per 1000 lbs	10
CHARCOAL and Coke	per 100 bushels	30
COAL	per 2240 lbs	20

		CENTS.
CLAY, Claypipe and Cylinders	per 1000 lbs	15
COPPER AND BRASS—manufactured.	do.	50
Old, scrap or pig	do.	40
Copper ore	per 2000 lbs	25
COTTON	per 1000 lbs	40
CORDAGE and ROPE	do.	30
DRUGS—not enumerated	do.	40
Carboys	each	5
Ochre and dye woods, per bbl., 4 cts	per 1000 lbs	30
Quicksilver	per flask	5
Pot and pearl ash, alum, saltpetre... / Salts (Epsom and Glauber) / Saltpetre and Sulphur	per 1000 lbs	25
DRY GOODS—Not enumerated	do.	50
Bales of brown muslin and cotton yarn	do.	35
Boots and shoes	do.	40
Hats	per pack of 1 doz	8
MATTING	per bundle	4
Rags and waste	per 1000 lbs	30
EMPTY hogsheads and tierces	each	4
Barrels and half barrels	do.	1
Kegs, carboys and demijohns	per dozen	4
Oyster Kegs	per 100	20
Bottles	per hamper	12
FEATHERS	per 1000 lbs	40
FISH—Boats with fresh fish (open) under 30 feet in length	each	600
Boats with fresh fish (open) over 30 feet in length	do.	800
Boats with fresh fish (decked) 15 tons and under (registered)	do.	1000
Boats with fresh fish (decked) 15 to 20 tons (registered)	do.	1200
Boats with fresh fish (decked) over 20 tons (registered)	per ton	80
Fresh fish, per bbl., 4 cents	per 1000 lbs	20
All kinds (salted) per bbl., 6 cents	do.	30
FORK HANDLES and brush handles per doz., $\frac{1}{2}$ cent	do.	30
FURNITURE—New	do.	50
(Old) one horse load 50 cents	two horse load	100
GLASSWARE—All kinds (except window glass)	per 1000 lbs	40
Window glass per box, 50 feet, $1\frac{1}{2}$ cents	do.	30
GRAIN—Wheat	per bushel	$1\frac{1}{4}$
Barley	do.	$\frac{3}{4}$
Corn and Rye	do.	1
Oats	do.	$\frac{3}{4}$
Flour	per bbl	5

		CENTS.
Corn Meal	per bbl	3
Malt	per bush	¾
Bran and ship stuff	per double bush	1
GRASS SEEDS of all kinds	per bush	2
GROCERIES—Not enumerated	per 1000 lbs	40
Lard, tallow and grease	do.	15
Foreign fruit, per box, 6 cents	do.	50
Coffee, sugar, butter, soap and candles,	do.	30
Cocoanuts	per 100	10
Bacon, beef and pork, per bbl., 5 cents,	per 1000 lbs	20
Gunny bags	do.	20
Hops	do.	30
Molasses, per bbl., 6 cents	do.	20
Oil, eggs and crackers	per bbl	8
Salt, per bushel 1 cent	per sack	3
Tobacco—Raw	per 1000 lbs	25
do. Manufactured	do.	35
Gunpowder	per 112 lbs	10
HAIR, bristles, hides and horns	per 1000 lbs	40
HARDWARE—Cutlery of all kinds	do.	30
Clocks and Toys	do.	40
Grindstones, shovels and forks	do.	30
HAY and straw	per 2000 lbs	40
HEMP and hempen yarn	per 1000 lbs	20
HIDES—Dry, 1 cent each; green, each 2 cts	do.	40
ICE—Per tonnage register of the vessel	per ton	20
IRON—Pig, blooms old or scrap	per 1000 lbs	10
Castings of all kinds [except stoves]	do.	20
Bar, hoop, sheet, rod	do.	20
Railroad	do.	15
Wagon boxes, sad irons, sash weights, stoves	do.	25
Nails of all kinds	do.	20
Machinery of all kinds, and iron-mongery including cannon, anvils, horseshoes,	do.	30
Iron ore and iron cinder	per 2000 lbs	15
LEAD and zinc [bar, pipe and sheet]	per 1000 lbs	20
LEATHER and harness	do.	40
LIVE STOCK—Horses, mules and cattle, each		25
Calves and hogs	do.	6
Sheep	do.	4
LIME—Slacked (40 bushels 1 ton)	per 2000 lbs	25
Unslacked	per bush	1
LIQUORS—Of all kinds, per bbl., 10 cts	per 1000 lbs	33
Alcohol, spirits of turpentine and fluid, per bbl., 10 cents	do.	33
Demijohns, filled, each 4 cents	do.	40

		CENTS.
LUMBER—Ark sills in vessels, per 100 feet running measure		30
Ark sills in floats, per 100 feet, running measure		40
Axletrees	each	1
Boards, plank and scantling in vessels and floats, board measure	1000 feet	40
Board less than one inch stuff		35
Hoop-poles, [hogshead]	per 1000	80
Hoop-poles, [barrel]	do.	40
Last Blocks	do.	75
Laths (shingling) per 1000 feet running measure		15
Lath [plastering]	per 1000	5
Locust treenails and shuttle blocks	do.	40
Oar blades, finished	per 1000 lbs	35
Oar blades, in the rough	per 1000 run'g ft	50
Pickets, per 1000 feet on face measure		40
Posts for fencing above 7 feet	per 100	150
Posts [locust or cedar] 7 feet or less	do.	125
Posts [oak or chestnut, &c.,]	do.	50
Rails	do.	40
Root knees, above 10 inches square	each	25
do. 9 or 10	do. do.	16
do. 7 or 8	do. do.	12
do. 5 or 6	do. do.	8
do. under 5	do. do.	6
Shingles [cedar] above 2 feet	per 1000	30
do. [pine or cypress] 28 inches	do.	25
do. do. do. 22 inches	do.	20
do. do. do. under 22 inches	do.	15
Sills, railroad	each	2
Staves, when in the rough	per 1000 lbs	10
Staves, when dressed as shooks	do.	20
MANURE—Vessels carrying marl, clay street dirt, oyster shells, spent ashes, street manure, sand and stone	p'r ton'ge of ves'l	20
Bones, unground, and super-phosphates	per 1000 lbs	10
Barilla, leather shavings, oil cake	per 1000 lbs	15
Bone dust or fertilizers	do.	15
Guano	do.	20
MARBLE—Dressed or manufactured	do.	40
Sawed or in the rough	do.	25
Stone, dressed	per 2000 lbs	25
NAVAL STORES—Rosin, tar, pitch, turpentine, per bbl., 6 cents	per 1000 lbs	20
ORES—Magnesia, zinc, erome ores	per 2000 lbs	25
Iron ores, cinders	do.	15
Copper ores	do.	25

		CENTS.
OIL—Petroleum or coal oil	per bbl	4
All other kinds	do.	8
OYSTERS—Vessels of 30 tons and under, per registered tonnage of vessel	per ton	85
30 and under 50 tons		75
Each additional ton over 50	do.	50
PAPER—Books and stationery	per 1000 lbs	50
Writing and printing paper	do.	40
Straw and wrapping and paper hangings	do.	30
QUEENSWARE, china and earthenware,	do.	40
SUMAC and dog dung	do.	30
TIN and tinware	do.	30
TIMBER—Hewn or round, per 100 cubic feet		100
Window blind stuff, spokes, brush, brush blocks, mast hoops	per 1000 lbs	30
Wagon hubs	each	½
TREES—Small, 6 cents; large	per 100	12
WOOD—Hickory	per cord	40
Pine and oak	do.	35
Wood and cedar ware of all kinds [per dozen pieces, 4 cents]	per 1000 lbs	40
WINDOW SASH, door frames, empty boxes, trunks, chains and hydrants	do.	25
WOOL	do.	30

WEIGHT OF ARTICLES.

☞In the collection of Toll, all articles are to be charged their exact weight; but when not weighed, the annexed articles are to be computed as follows:

		LBS.
Ashes, pot and pearl	per barrel	400
Beef, salted	do.	350
Brick	per 1000	4,500
do. fire	do.	7,500
Barley	per bushel	47
Buckwheat	do.	48
Crackers, biscuits and eggs	per barrel	80
Corn	per bushel	56
Flour	per barrel	216
Fish, salted	do.	350
Heading for barrels	per 1000	4,500
Heading for hogsheads	do.	5,600
Herrings	per barrel	260
Hoop-poles for barrels	per 1000	5 600

		LBS.
Hoop-poles for hogsheads	per 1000	11,200
Lime	per bushel	90
Limestone	per p'ch of 25 c. f.	4,000
Liquors of all kinds	per barrel	350
Lumber, green or wet	per 1000 feet	4,000
Lumber, dry	do.	3,000
Oil of all kinds	per barrel	350
Oil	per cask	1,600
Oats	per bushel	32
Oysters	do.	75
Pork, salted	per barrel	350
Rosin	do.	300
Rye	per bushel	56
Salt	do.	70
Salt	per sack	210
Seed of all kinds	per bushel	60
Staves for pipes	per 1000	5,600
Staves for hogsheads	do.	4,500
Staves for barrels	do.	3,750
Stone, unwrought	per p'ch of 25 c. f.	3,750
Tar	per b'l. of 28 gals.	300
Timber	per cubic foot	35
Wheat	per bushel	60

☞ Where tolls are to be charged on weight, *it shall be on the weight of the* PACKAGE AND CONTENTS; and all the packages on the weight of which toll is to be charged, shall have the weight thereof legibly marked thereon; and in the absence of such marks the package or parcel shall, at the option of the Collector, be taken as "NOT ENUMERATED, OR UNKNOWN," and assessed or charged accordingly.

☞ All vessels having paid tolls on their lading in amount equal to or exceeding the charge for such vessels as empty vessels, shall, on returning empty within thirty days thereafter, be permitted on such return to pass toll free.

☞ Vessels having any commodities on board shall pay at least the amount on such commodities as will make up the amount which shall be due from them as empty vessels, according to their registered tonnage. See toll sheet—"BOATS EMPTY."

Vessels that do not pass through the Canal shall pay as follows, viz: For passing from any place on either level to another place on

the same level, quarter tolls; from any part of the upper level to the lower level, half tolls; from the upper level to either tide locks, three-fourth tolls; for passing both locks of the upper level, full toll to be charged; from the Delaware River to any place short of the Four Mile Post, quarter toll; to St. George's, below the lock, half toll.

STEAMBOATS, RAFTS, FLOATS, or ARKS, will be admitted to the Canal only under special regulations.

Rafts of OAK will not be admitted into the Canal.

Rafts composed partly of OAK must be prepared and secured to the satisfaction of the Collector; otherwise they will not be admitted.

All lumber and timber must be accompanied by a certificate from a DULY QUALIFIED INSPECTOR, stating the measurement in feet; and all shingles and staves must be accompanied by a like certificate, stating the number and size of articles; otherwise they will not in any case be admitted into the Canal.

LENGTH OF CANAL.

Length of Canal 13½ miles—from Delaware City to Chesapeake City.

BRIDGES.

All open drawbridges. A new drawbridge has been substituted for the high bridge over the Canal at the Summit, thus removing the necessity for striking topmasts.

NEW-LOCKS.

The New Locks are twenty-four feet wide and two hundred and twenty feet long.

DRAFT OF WATER.

Vessels of nine feet draft of water can pass through the Canal.

A. C. GRAY, *President.*

H. V. LESLEY, *Secretary.*
417 Walnut Street, Philadelphia.

RATES OF TOWAGE

ON THE

Chesapeake and Delaware Canal.

	Single Team.	Double Team.
Vessels under 20 tons *register*	$2 75	$4 75
" 20 and under 30 tons	3 00	5 00
" 30 " 40 "	3 25	5 25
" 40 " 50 "	3 50	5 50
" 50 " 60 "	3 75	5 75
" 60 " 70 "	4 00	6 00
" 70 " 80 "	4 25	6 25
" 80 " 90 "	4 50	6 50
" 90 " 100 "	4 75	6 75
" 100 " 110 "	5 00	7 00
" 110 " 120 "	5 25	7 25
" 120 " 130 "	5 50	7 50
" 130 " 140 "	5 75	8 00
" 140 " 150 "	6 00	8 50
" 150 " 160 "	6 50	9 00
" 160 and upwards		10 00
" using three teams will pay		$10 00
To St. George's	1 team	2 25
do. do.	2 teams	4 50
Timber, towage through the Canal, per lockage		5 00

☞ A team consists of three mules or horses.

A double team consists of six mules or horses.

Towage to be paid at the Collector's office from which the vessel takes teams.

THE DELAWARE AND CHESAPEAKE TOWBOAT COMPANY.

☞Cargoes of Barges towed by the steamers of this Company are charged Towage at the Value of Coal by the Ton, unless a special arrangement is made at Philadelphia.☜

RATES FOR COAL BARGES

From BALTIMORE to PHILADELPHIA, and places on Delaware River between Delaware City and Philadelphia; including Tolls, Canal Towage, River and Bay Towage, as follows, viz:

50 cents - - - - per 2240 lbs.

The above barges returning empty, *within* 30 *days;* free of all charge.

The above barges returning *within* 30 *days* will be charged (exclusive of Tolls, for which see schedule) as follows:

100 tons Mdze. on board or less, 25 cents per 2240 lbs.
Over 100 tons Mdze. . 18 " " " "

TRANSIENT BARGES.

Barges loaded or part loaded, not engaged in the Coal trade, will be charged towage (exclusive of tolls and Canal towage) to and from Baltimore and Philadelphia, and places on the Delaware River or Chesapeake Bay, on the line of route, - - - - $50 00

Empty Barges between Baltimore and Philadelphia, - $30 00

For Tolls see printed schedule, pages 3 to 9.

HAVRE DE GRACE TRADE.

TOWAGE RATES.

From Havre de Grace and the Penn'a Canals, exclusive of Canal Charges, to places on the Delaware River and Phila.

Merchandise, all kinds (excepting Lumber) per 1000 lbs., 10 cts.
Lumber, all kinds, ... per 2000 lbs., 24 cts.
No Canal Boat towed for less than . . . $16 00

From Philadelphia to Pennsylvania Canals.

Canal Boats having not more than 2,000 pounds of merchandise, or not more than 30 tons of plaster on board shall be considered as EMPTY BOATS, and pay $8.00 each; and for every 1,000 pounds additional on board an additional charge of 10 cents for towing will be made.

Return Lumber Boats free of towage charge.

☞The above charges do not include towage on the Chesapeake and Delaware Canal.

☞The above rates apply only to those canal boats engaged in the trade to and from the PENNSYLVANIA and TIDEWATER Canals.

☞NO DEMURRAGE ALLOWED FOR LOST TIME OR ANY DETENTIONS TO BARGES.

☞Towage for barges going West and South paid to CHAS. G. ASH, Collector, Delaware City, Delaware.

☞Towage for barges coming North and East paid to J. T. HEDRICK, Collector, Chesapeake City, Md.

REGULATIONS OF THE COMPANY.

1—Canal boats towed to Philadelphia will be landed at any point south of Marlborough street, Eighteenth Ward.

2—The Company's steamers will leave Philadelphia at the hour the state of the tide will permit, provided the state of the weather should not render it dangerous to the tow.

3—Every canal boat ready to go out in the tow will be required to be hauled out, and in such a position as that a line may be cast aboard the steamer.

4—All canal boat captains and crews must be under the orders and control of the captain of the steamer.

5—Every boat shall be properly steered by a competent person belonging to such boat, while in the tow of the Company's steamer when under weigh.

6—It is required for the proper security and protection of the boats designed to be towed by the Company's steamers that each boat shall be provided with a kedge anchor of the proper size, and sufficient chain thereto for bringing the boat to anchor, to prevent it from going on shore in case of breaking loose from the steamer; and also that every boat shall have good and sufficient bow lines or couplings; also two rings, or one ring and a large cleat *forward*, and one ring on each side of the boat's *stern*, as well as a cleat on deck, secured to the plank-shear by screw bolts, or to the timber heads, so as to afford proper fastenings at the end of the boat.

☞ *All barges towed by the steamers of the (Delaware and Chesapeake Towboat Company) will be entirely at the risk of the owners or masters in charge of said barges. No boats taken in charge on any other arrangements.*

Distance from Havre de Grace to Philadelphia, 80 miles.

Captains will report their boats at the Company's Office when ready for tow, so as to make sure to go by the first steamer leaving: Boats so reported will have the preference.

THOMAS CLYDE, *President,*
Office, 12 *South Wharves.*

H. V. LESLEY, *Secretary,*
417 *Walnut Street.*

REGULATIONS

TO BE OBSERVED BY THE

VESSELS NAVIGATING

THE

CHESAPEAKE AND DELAWARE CANAL

AND

BACK CREEK.

1—No vessel shall enter the Canal without first coming to anchor or making fast to the Piers, at least 160 feet from the outer locks.

2—Masters of vessels shall, before entering the first lock, present to the Collector a manifest of cargo so arranged as to enable him readily to calculate their tolls; and in order to guard against frauds, the Collectors are authorized to require the cargo to be landed for examination, if they shall see cause to suspect the correctness of the manifest.

3—Square rigged vessels, as they apply to enter the lock, must have their jib-booms rigged in, and their yards braced fore and aft: and all vessels shall have their anchors stowed in such a manner as to prevent injury to the works.

4—Fishing boats must have their names painted on the stern or other conspicuous part of the boat.

5—The tolls shall always be paid at the first lock passed by a vessel; and upon payment thereof the master shall receive a pass bill, on which shall be noted the amount of tolls paid and the precise time of entering.

6—The pass bill shall be exhibited to the keeper of each lock, before passing the same, and it shall be given up to the Collector before entering the last lock, that he may direct the passage out of the vessel at the proper time. Vessels applying for passage out of the Canal, and exhibiting no pass-bill, shall pay full tolls for the whole Canal.

7—If any vessel shall pass through the Canal without fully and honestly paying the prescribed tolls, either of the Collectors is authorized by law "*to seize such vessel wherever found, and sell the same at auction for ready money; which, so far as necessary, shall be applied towards paying said tolls, and all expenses of seizure and sale;*" and to enforce the penalties.

8—No vessel shall carry sail on the Canal, nor shall any vessel, of any description, pass through the Canal at a rate exceeding three miles an hour, except by permission of the Board of President and Directors.

9—The horses towing a vessel shall not come up to any lock or bridge until the same shall be open for the admission of the vessel, and the tow driver shall always take the snubbing line in and make it fast.

10—Vessels passing shall keep to the right; but masted vessels when meeting unmasted boats, shall always take the outer track. When a vessel is overtaken by another, going in the same direction, the slower shall give the inner track to the faster, unless within 300 yards of a lock or bridge. In meeting or passing, the vessel having the outer track shall slack her tow line till the inner vessel has passed over it, except in case of unmasted boats going to the East, and having the inner track—they shall always drop their line for the horses towing a masted vessel to pass over. RAFTS passing through the Canal shall always keep the outer track, and the several lockings composing the tows shall be lugged closely together presenting a straight and unbroken line to vessels and boats keeping the inner track. STEAMBOATS shall always give the inner track to vessels and boats in tow of horses.

11—Vessels shall have the priority in passing locks and bridges according to the priority of their arrival at the same, excepting STEAMERS running on regular daily lines, which shall have priority of passage without reference to time of arrival.

12—Vessels approaching a lock, bridge or vessel, shall give notice by sounding a horn, or ringing a bell, at a distance of at least 300 yards.

13—No vessel shall obstruct the entrance to a lock or bridge, or impede in any way the navigation of the Canal.

14—Vessels coming to or anchoring in the Canal, shall be secured head and stern at least 100 yards from the nearest lock or bridge, and at such distance from the tow path as not to interfere with other vessels passing.

15—No vessel shall remain in the Canal, its harbors or basins, without some person on board to have charge of her; and if the person in charge shall refuse or neglect to cast off her fasts, or change her position when required by the agent or officer of the Company, such agent or officer may cut or cast off her fasts and change her position. No vessel shall be made fast or lay within 100 feet of any lock or bridge without permission of the Superintendent or Collector at Chesapeake or Delaware City, or the Lock-keeper at St. George's.

16—Vessels navigating the Canal at night, shall carry on the bow a lamp with concave reflectors; vessels lying in the Canal at night shall carry a similar lamp, exposed on the bow and at the stern; and to secure conformity to this regulation, no vessel shall be admitted in the Canal after 12 o'clock at noon, unless provided with such lamps.

17—No vessel shall come to load, discharge or break bulk in the locks or on the Canal, except at the landing places which shall be designated by the Company.

18—No horses or other animal shall be permitted to travel on or use the tow path, nor steamboat to use the Canal except such as are engaged in the business of towing under the directions and regulations of the Canal Company, except by special permission of the Company.

19—Every person who shall willfully or negligently run against or otherwise injure the wharves, walls, locks, bridges, banks or other property of the Canal Company, shall be immediately prosecuted by the agent of the Company, according to law; and if such injury is done by a person having the charge or direction of a vessel, he shall not be permitted to leave the Canal until legal redress is obtained.

20—Any and every person or persons, body corporate or otherwise, who shall willfully, negligently or otherwise, place or put, or cause to be placed or put, any earth, stone, timber, or other material in the Canal, or any of the waters of the Canal Company, so as in any wise to fill up or in any manner to do injury to the same, either by obstructing the passage of the vessels on the Canal, or in any manner lessening the quan-

tity of water thereof, shall be immediately prosecuted by an agent of the Company, according to law.

21—Vessels at anchor in BACK CREEK, shall lay in such a position as not to obstruct the channel, and during the night to have a lamp suspended in a conspicuous situation, so as to prevent their being run against by steamboats or other vessels.

22—The officers and agents of the Company are fully authorized by law to enforce obedience to the foregoing regulations: and they are required so to do.

23—No person is allowed to interfere with the agents or officers of the Company, in the performance of their duties on the Canal. Should reasonable ground of complaint occur against such officers or agents, either by unnecessary delays or improper conduct, it will be immediately redressed, on information being lodged at either of the offices of the Company.

24—No float of Timber, Boards, or other Lumber, shall be allowed to be disposed of, or placed in such a position as to obstruct the channel of BACK CREEK, or the approach to or departure from the lock or any boat or vessel, or of another float, having permission from the Collector of tolls to enter the Canal. And it is hereby made the duty of the proper officers, or agents of the Company to enforce this Regulation, by bringing suit against the party violating it, as often as the same may be violated. And in order, as far as possible, to prevent a reeurrence of sueh difficulties as are complained of, it shall not be lawful for any float to be brought within two miles of the Maryland lock, until the same shall be fully prepared to enter the Canal.

ANDREW C. GRAY, *President.*

HENRY V. LESLEY, *Secretary.*

Extract from Delaware Law—passed February, 1832.

"Be it enacted, that in case any master, shipper, or agent, shall fraudulently present to the Collector of Tolls or other agent of the Canal Company, a false manifest or account of cargo of any vessel or boat about passing through the Canal, or give a false statement of the tolls thereon, or otherwise attempt to defraud in the said tolls, on conviction thereof before any Justice of the Peace for New Castle County, he or they so convicted, after paying to the Canal Company the toll due, and the cost of ascertaining the same, shall forfeit and pay double the amount of tolls so charged, on which the fraud has been attempted; one moiety of said forfeiture shall enure to the person giving information and prosecuting the offence to conviction, the other moiety to enure to the state of Delaware."

Extract from Delaware Law—passed February 11, 1829.

"Be it enacted, that the President and Directors of the said Company shall have power to enact RULES AND REGULATIONS for the good government of said Canal, its harbors and basins, and other appurtenances, and for the general convenience of vessels navigating the same; and to authorize and empower their agents and officers to enforce conformity to all such rules and regulations, against any vessels violating the same, or persons in command or direction thereof.

2—"That if any person commanding or directing a vessel upon the said Canal, shall willfully or negligently obstruct or impede the navigation thereof, or if any person shall wantonly or maliciously injure the locks, bridges, culverts, sluices, banks or other appurtenances of said Canal, every person so offending shall be deemed guilty of misdemeanor, and upon conviction thereof shall forfeit and pay to the state a fine not less than fifteen or more than fifty dollars."

Extract from Maryland Law—passed December, 1831.

"Be it enacted, &c., that if any master or agent of any vessel or boat shall fraudulently present to Collector of Tolls or any other agent of the Chesapeake and Delaware Canal Company, a false manifest or account of cargo of any vessel or boat about passing through the Canal, or give a false statement of the toll thereon, or otherwise attempt to defraud in the said tolls, on conviction thereof, before any Justice of the Peace of this State shall incur the *penalty of twenty dollars*, to be recovered before some Justice of the Peace,

as small debts are recovered, one-half to the informer giving information and prosecuting the offender to conviction, and the other half to the State."

Extract from Maryland Law—passed March 13, 1829.

"Be it enacted, that it shall and may be lawful for the President and Directors of the Chesapeake and Delaware Canal Company, from time to time, to make and enact RULES AND REGULATIONS for the good government of the said Canal, and the harbors, basins, and other appurtenances thereof, and for protecting the same from injury; and that it shall and may be lawful for the said President and Directors to require and enforce by their officers and agents due conformity to such rules and regulations."

2.—"And be it enacted, that if any person shall obstruct the navigation of the said Canal, its basins, harbors, &c., or shall otherwise injure, deface, or destroy any of the banks, locks, bridges, &c., or shall break any of the RULES AND REGULATIONS adopted by the said President and Directors for the good government of the said Canal, he shall be liable to an action by the said Chesapeake and Delaware Canal Company, or by any other person aggrieved, for the damage which they may sustain."

"And be it enacted, that for securing the more convenient and safe navigation of Broad and Back Creeks, into which the said Canal enter, it shall and may be lawful for the said President and Directors to enact from time to time, such RULES AND REGULATIONS for the government of vessels navigating the same, as may by them be judged necessary and proper for the purposes aforesaid, and to enfore conformity thereto, in the manner hereinbefore specified.

1871.

Chesapeake and Delaware Canal.

TOLLS

TO CONTINUE UNTIL OTHERWISE ORDERED.

OFFICE OF THE COMPANY,

No. 417 Walnut Street, Philadelphia.